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CENTRAL INTELLIGENCE AGENCY

REPORT NO. **INFORMATION REPORT**

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COUNTRY Germany (Russian Zone)

DATE DISTR. 23 August 1950

SUBJECT Bridge and Road Repairs in
Brandenburg

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1. The statements made in the Soviet Sector Berliner Zeitung, issue of 29 April 1950, concerning the allocations for road and bridge repair work in Land Brandenburg during the fiscal year of 1950 are only partially correct. Some of the information refers to efforts made in 1949.
2. The 1949 program for road repairs in Land Brandenburg includes the general repair of 430 km of roads (1,448,000 sq.m.), including one km of autobahn (4,000 sq.m.), 185 km (768,000 sq.m.) of national highway, 210 km (622,000 sq.m.) of category I roads, and 34 km (48,000 sq.m.) of category II roads. Total cost of this program was 5.2 million eastmarks.
3. The 1950 program includes the general repair of 1,356,910 sq.m. of roads, including 11,470 sq.m. of autobahn, 726,440 sq.m. of national highways, and 619,000 sq.m. of category I roads at a total cost of 4,728,256 eastmarks. This program was submitted to Lt Col Pavlov (fnu) of the Soviet Control Commission Transport Division on 15 March 1950. The funds required were approved by Karyakin (fnu), chief of the Financial Division of the Soviet Control Commission.
4. Land Brandenburg has a road net of 9,079 km, or 19 percent of the road net of the entire Soviet zone of Germany. The rock required will have to be delivered by Land Saxony, chiefly by water, but to a small extent by rail. The use of a new binder obtained from brown coal tar, in use since 1949, has helped overcome a previous bottleneck in road construction work, but road construction machinery continues to be a critical item. The machines are obsolete and need frequent repair. Fifteen building firms, 10 percent of them nationalized enterprises, 107 road construction columns of the various highway district administrations and 24 steam rollers are available for use in program.
5. The 1950 bridge building program of Land Brandenburg calls for the repair or reinforcement of 54 bridges at a cost of 10,700,000 eastmarks. A letter to Lt Col Pavlov, Transport Division of the Soviet Control

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Commission, dated 13 April 1950, stated that, as of that date, contracts had been placed for the repair of 18 bridges, that repair work was started on 17 other bridges, and that the steel required was available for 12 percent, and cement for 13 percent of the 54 bridges scheduled for repair. *

6. Of all the provinces in the Soviet Zone of Germany, Land Brandenburg has the greatest number of war-damaged bridges. At the end of the war 448 bridges, with a total length of 12,561 meters, had been destroyed. There is a total of 1,131 bridges in the entire Soviet zone. Most of these bridges have since been repaired, at least temporarily. However, Brandenburg is still behind the other provinces of the Soviet zone in bridge repair. The bottleneck in the repair of bridges in the entire zone is the shortage of girders, round steel, plates, small fittings such as screws and bolts, cement and timber. This situation is slowing down the execution of the extensive Soviet repair program.

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